

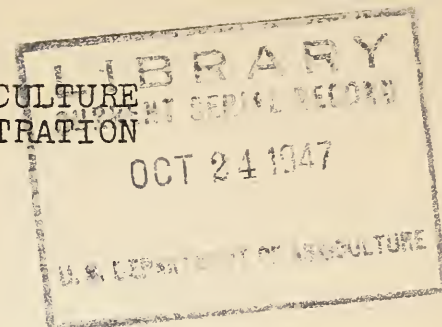
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UNITED STATES DEPARTMENT OF AGRICULTURE  
PRODUCTION AND MARKETING ADMINISTRATION  
INFORMATION SERVICE  
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New York 7, New York



Y O U R       F A M I L Y ' S       F O O D

For the week of June 9, 1947

(Topics of the week:

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1. ANNOUNCER:    ...YOUR FAMILY'S FOOD...a program about the things your family eats and the factors affecting their daily food supply...brought to you as a public service by Station \_\_\_\_\_, in co-operation with the U. S. Department of Agriculture. And with me at the microphone to tell us some of the recent news about Your Family's Food is our old friend, \_\_\_\_\_, of the Production and Marketing Administration. What have you cooked up for us today, \_\_\_\_\_?
2. PMA:            I don't think that "cooked" is the right word, \_\_\_\_\_ Frozen is more like it.
3. ANNOUNCER:    What, on a warm summer day like this?
4. PMA:            Yessir. I thought I'd start off by telling our listeners about a new iceless refrigerator car that has recently been developed.
5. ANNOUNCER:    Is this an improvement over the iced refrigerator cars they use now?



6. PMA: It's a great improvement in certain respects. If this new car comes into general use it will solve some of the problems that have limited the transportation and distribution of frozen foods and other perishable commodities requiring intensive refrigeration.
7. ANNOUNCER: Now I'm interested. Tell me more.
8. PMA: Well, as you know, the conventional end-bunker refrigerator car that's now in general use on our railroads is cooled by ice. You know what summer heat can do to ice. So, if a car full of frozen food or fresh fruits or vegetables is delayed, or runs into a stretch of unusually hot weather, the whole load may spoil. Besides the temperatures in the usual car range from 15 to 18 degrees above zero. For modern frozen foods a lower temperature is desirable.
9. ANNOUNCER: And that, of course, means losses for the people who ship those foods, and for the railroads.
10. PMA: Yes, and ultimately it means a loss to the consumer.
11. ANNOUNCER: I guess that one of the difficulties of using artificial refrigeration on freight cars was that the moving parts could be damaged during the trip. How does this new car get around that problem?



12. PMA: : That's easy. There just aren't any moving parts.
13. ANNOUNCER: I'm sure that that answer sounds easier than it really is. You'd better explain further.
14. PMA: : Well, this problem of refrigerating perishables is one that has been concerning the Department of Agriculture and the food distribution industry for a long time. So, in cooperation with various industry groups, the Department recently developed this new car that keeps cold without ice and without any moving parts. It works on what refrigeration specialists call the "split absorption method of refrigeration."
15. ANNOUNCER: That's a nice, healthy ten-dollar phrase. What does it mean?
16. PMA: Well, I'm no technical expert on refrigeration. But, as I understand it, the new car is equipped with tanks on the underframe which are filled with anhydrous ammonia. This ammonia moves through a single regulating valve and expands in the cooling coils up in the car's ceiling. When it is used up the ammonia is finally taken up by water in another set of tanks on the underframe of the car.
17. ANNOUNCER: And it really works.....?





18. PMA: In the car the Department recently tested, it worked very well. During the ten-day test, while the temperature outside the special car was held at 92 degrees Fahrenheit, the inside of the car maintained a temperature of around zero. You/<sup>never</sup>could get temperatures like that in an ordinary refrigerator car.
19. ANNOUNCER: The car must use a lot of ammonia.
20. PMA: A single charge of this anhydrous ammonia lasted as long as 46 hours. The car used 11,000 pounds of ammonia in the 10-day test. The car was filled with hard-frozen tangerine segments when they started the test. After the 10-day period was over, the tangerines were still hard-frozen. Of course, improvements will still have to be made on this new refrigerator car, but when it is finally perfected and comes into general use it will undoubtedly make a big difference in the transportation of frozen and perishable foods from every part of the country.
21. ANNOUNCER: I should think so. It ought to extend the shipping range of frozen foods quite a lot, and it should certainly help us stop some of the spoilage losses in our food supply.
22. PMA: I'm glad you mentioned food supply, \_\_\_\_\_.  
That brings me to the second topic I wanted to discuss today. The Bureau of Agricultural Economics recently issued its latest survey of the National Food Situation.



23. ANNOUNCER: And what are some of the highlights of this report, \_\_\_\_\_?
24. PMA: According to the BAE we can expect domestic food supplies from now through the end of the summer to be about as large as last year.
25. ANNOUNCER: Does that apply to everything?
26. PMA: No, I was speaking of total food supplies. There will be some changes in individual food commodities, of course. Compared with 1946, we're likely to find somewhat less eggs, chickens, vegetable oil products, and possibly fresh vegetables. And ice cream, milk, and cream sales will probably be down.
27. ANNOUNCER: But there will be better supplies of some other items to balance the picture, is that it?
28. PMA: Right. We can look for more meat, lard, butter, cheese, evaporated and dry milk, fresh citrus, wheat and corn products, and sugar.
29. ANNOUNCER: You can probably anticipate my next question, \_\_\_\_\_. How about food prices?
30. PMA: I expected you to get around to that sooner or later. The economists tell us that we can look for many food prices to be lower during the next few months than they have been recently. Probably not a sharp drop, but as new crops are harvested we may expect a gradual decline. However, with the possible exception of fresh and processed fruits and potatoes, most food prices in the next few months will be higher than they were last summer.



31. ANNOUNCER: A moment ago you mentioned that we can look for more sugar during the next several months. I wish you'd tell us more about the sugar situation. There have been so many recent announcements about liberalized sugar rations that I think a brief summary of the present supply and ration situation would clear the air.
32. PMA: All right. The other day the Department of Agriculture announced that during July, August, and September American civilians would get about 350,000 tons more sugar than they received during the same months of last year.
33. ANNOUNCER: That means, I suppose, that by October we'll probably reach the ration of 35 pounds per person, which was mentioned in the Sugar Control Extension Act.
34. PMA: That will be the minimum, \_\_\_\_\_. As a matter of fact, if recent ~~improvements~~ in sugar supplies continue we can look for even more. Last year, you remember, the ration was only 25 pounds per person.
35. ANNOUNCER: Good news, \_\_\_\_\_. Let's just review the sugar stamp situation. On January 1 a five-pound stamp became good, didn't it?
36. PMA: That's right. Then on April 1 stamp No. 11 was validated. And at the end of May the stamp which we were supposed to use starting July 1 -- No. 12 -- was made good.



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37. ANNOUNCER: Stamps 11 and 12 will each buy 10 pounds, won't they?
38. PMA: Yes, and they are both good until October 31. That's the date that Congress set for the end of sugar rationing.
39. ANNOUNCER: Let's see now. That's a five-pound stamp and two ten-pound stamps. When I went to school that added up to 25 pounds.
40. PMA: It still does.
41. ANNOUNCER: Then I don't see how you figured we would get a minimum of 35 pounds under the rationing program.
42. PMA: Well, the Sugar Rationing Administration has said it is going to validate another 10-pound stamp by August 1 at the latest. That will add up to 35 pounds.
43. ANNOUNCER: That's better...for a moment I was afraid I'd forgotten how to add...There's one thing about all this sugar business that has me a bit puzzled, though.
44. PMA: What's that?
45. ANNOUNCER: I've been reading in the newspapers about all the Cuban sugar that's piling up in New York and other ports. If there's so much sugar around why is sugar rationing necessary now?





46. PMA: I'm glad you asked me that question because I'm sure that many folks in the radio audience were wondering about the same thing. Actually, you see, the fact that there's a great deal of sugar in warehouses ~~doesn't~~ doesn't necessarily mean that the sugar shortage is over.
47. ANNOUNCER: Then what does it mean?
48. PMA: Well, every effort has been made by both the American and Cuban governments to get this season's harvest to American ports as soon as possible. That was to forestall any possible shipping difficulties, later on.
49. ANNOUNCER: In other words, the sugar that is now filling the warehouses will have to last us for a while.
50. PMA: Exactly. And the reason that some of the stamps have been validated earlier than expected was to ease the burden on storage facilities and to guard against transportation tie-ups in this country. The winter wheat crop has been estimated at over a billion bushels and that's going to take a lot of cars to move.
51. ANNOUNCER: So stamps have been validated early in order to get the sugar distributed around the country before the transportation squeeze gets too tight.



52. PMA: Otherwise some areas might be short-changed on sugar later.....Of course, if it's possible to end sugar controls earlier than October 31 it will be done. It's the Department's policy to eliminate controls as quickly as possible. But not enough is known of the supply and distribution situation to end ration controls just yet.
53. ANNOUNCER: In the meantime, though, it seems that it's up to individual consumers to use the stamps that are valid now to make sure that there is plenty for everyone later on...I think that about clears up the sugar situation, and the clock says that we have to move along to the next item on your agenda. What's next, \_\_\_\_\_.
54. PMA: I thought I'd say a word about the new Yearbook of Agriculture.
55. ANNOUNCER: Say, it's been a long time since the Department of Agriculture issued one of those.
56. PMA: So it has. This is the first one since 1942, as a matter of fact. So the current issue has to sandwich several years of material into one volume.
57. ANNOUNCER: What's the title?



58. PMA: The book is called Science in Farming, but I hope that won't scare away those of our listeners who don't happen to live on an RFD route. Primarily, of course, the book is intended to help the farmer. But there's a lot of valuable material in this volume for anyone whose interests are in any way connected with the growing, distributing, or consumption of food, clothing, or anything else that starts out in the soil.
59. ANNOUNCER: That includes just about all of us, I guess. Say, I've just been glancing at your copy of the new Yearbook of Agriculture, and I see that there are about 1100 pages on almost every conceivable topic...so maybe I'm not being fair to ask you for a brief outline of what's inside.
60. PMA: There wouldn't be enough time on two programs like this to describe every subject that it covers. The book contains 135 separate reports and 136 pages of pictures on the past few years research into ----- now let me draw a deep breath ----- the raising and breeding of plants and animals, farming, and forestry techniques, new uses for farm and forest products, food and clothing, marketing and distribution.....but I could go on like this for several more minutes. That partial list ought to give our listeners the general idea.





61. ANNOUNCER: I should think so. How can a person get one of these new Yearbooks of Agriculture, \_\_\_\_\_?
62. PMA: That's easy. Just send two dollars to the Superintendent of Documents, Government Printing Office, Washington, D.C. and ask for the new Yearbook of Agriculture, Science in Farming.
63. ANNOUNCER: I'll repeat that. In order to get the new Yearbook of Agriculture, called Science in Farming, just send two dollars to the Superintendent of Documents, Government Printing Office, Washington, D.C.. Please do NOT send money or requests to the Department of Agriculture or to this station....And now, \_\_\_\_\_, in the couple of minutes that we have left we'd better pass along to our listeners a list of the week's plentiful foods.
64. PMA: I have them right here. And a quick glance over the list leads me to believe that there will be lots of salads at your house and mine during the coming week.
65. ANNOUNCER: Can't say I mind that. I suppose that means that lettuce is near the top of the list.
66. PMA: Yes, and it has quite a bit of company. There's cabbage, carrots, cucumbers, greens, onions, snap beans, asparagus, and radishes.





67. ANNOUNCER: There are enough salad combinations in that list to suit anyone's taste, I would say.
68. PMA: You may not find everyone of these vegetables at every market but the chances are you'll see most of them without too much shopping around.
69. ANNOUNCER: Anything else?
70. PMA: Oh yes. Beets, spinach, rhubarb, oranges, and our old standby...potatoes...round out our list. And I guess that about winds up what I had to say this week.
71. ANNOUNCER: You certainly covered a lot of territory and left us with some valuable information about the family food supply. Thanks very much for being with us today, \_\_\_\_\_, of the Production and Marketing Administration office in \_\_\_\_\_.

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